

RELIEF VESSEL FOR THE FOURTH LIGHT-HOUSE DISTRICT.

FEBRUARY 20, 1895.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. MAHON, from the Committee on Interstate and Foreign Commerce submitted the following

REPORT:

[To accompany H. R. 8610.]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 8610) for a relief vessel for the Fourth light-house district, report the same back with an amendment and recommend that the bill do pass.

The committee are of the opinion that the proposed legislation is necessary for the safety of vessels, and that the interests of commerce and navigation require that a relief vessel be provided for the Fourth light-house district.

The accompanying papers herewith submitted, and which are made a part of this report, show the necessity for a relief vessel at the place named.

The committee recommend to amend by striking out in lines 4 and 5 "at a cost not exceeding seventy thousand dollars."

TREASURY DEPARTMENT,
Washington, D. C., January 29, 1895.

SIR: I have the honor to acknowledge the receipt of a letter from your committee of January 25, 1895, inclosing House bill 8610, for constructing a relief vessel for the Fourth light-house district, at a cost not exceeding \$70,000. And request is made that the committee be furnished with suggestions touching the merits of the bill and the propriety of its passage.

This matter was referred to the Light-House Board, which reports that it recommends in its Annual Report for 1894 that an appropriation of \$70,000 be made for the purpose named in the bill. An extract from the proof of this report, page 81, now in the hands of the printer, is inclosed herewith.

The Board is of opinion that the interests of commerce and navigation require that a relief vessel be provided for the Fourth light-house district, and recommends the passage of the bill in question. In the estimates submitted to Congress for 1895-96 an estimate for the amount named is placed in the list headed "Indispensable."

Respectfully, yours,

J. G. CARLISLE, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

[Extract from Annual Report, Light-House Board, 1894, p. 85.]

Relief light vessel for the Fourth light-house district.—During the recent cyclones light-ship No. 37, stationed off Five-Fathom Bank, coast of New Jersey, Atlantic Ocean, in the Fourth light-house district, was wrecked. There is now no relief light-ship in the Fourth light-house district. The interests of commerce and navigation urgently require that a new vessel should be provided to replace the wrecked vessel at the earliest day practicable. It is estimated that the construction and establishment of a first-class light vessel, with a steam fog signal, suitable for Five-Fathom Bank, will cost \$70,000, and it is recommended that an appropriation of that amount be made therefor. When that is done the vessel now on Five-Fathom Bank can be used as a relief light vessel, and can be held in reserve to take the place of any one of the light vessels now on stations in the Fourth light-house district whenever any of them may become disabled.

Relief light vessel for the Fourth light house district: Constructing, equipping, and outfitting, complete for service, a first-class steam light vessel, with steam fog signal; and the Light-House Board is authorized to employ temporarily at Washington three draftsmen, to be paid at current rates, to prepare the plans for the light-house vessels for which appropriation may be made during the Fifty-third Congress; such draftsmen to be paid from the appropriation for building said vessels; such employment to cease and determine on or before the date when the plans for such vessels being finished, proposals for building said vessels are invited by advertisement, \$70,000.

NOTE.—There are now four important light vessels on important outside positions in the Fourth light-house district. The only relief light-vessel in the district foundered during the cyclone of August, 1893, while on Five-Fathom Bank light-ship station. The Light-House Establishment had to charter a vessel to take her place at a cost of \$120 per day, until the light vessel which belonged there could be repaired and resume her station. The interests of commerce and navigation urgently require that a new vessel be provided to replace the wrecked vessel at the earliest day practicable.